AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior version, and listings, of claims in the application:

Listing of Claims:

Claims 1-18 (canceled).

19. (New) A hybrid drive system for a motor vehicle, comprising:

an internal combustion engine having a drive shaft and an engine management system; and

at least one speed-controlled electric machine coupled to the drive shaft of the internal combustion engine during idling;

wherein, during idling, the engine management system controls the internal combustion engine in one of open and closed loop as a function of power demands of an electrical system of the motor vehicle.

20. (New) The hybrid drive system as recited in Claim 19, further comprising:

a system for determining the power demands of the electrical system of the motor vehicle during idling.

21. (New) The hybrid drive system as recited in Claim 20, wherein the system for determining the power demands of the electrical system of the motor vehicle during idling includes at least one device for at least one of measuring a terminal voltage and determining a state of charge of a battery of the motor vehicle.

22. (New) The hybrid drive system as recited in Claim 21, wherein the system for determining the power demands of the electrical system of the motor vehicle during idling includes at least one device for detecting turned-on loads associated with the electrical system and calculating a nominal power of the turned-on loads.

23. (New) The hybrid drive system as recited in Claims 22, further comprising:

a pre-control unit for converting the power demands of the electrical system of the motor vehicle during idling into one of a desired torque and a setpoint torque of the internal combustion engine.

24. (New) The hybrid drive system as recited in 23, further comprising:

at least one device for measuring a power output of the at least one speed-controlled electric machine.

25. (New) The hybrid drive system as recited in Claim 24, wherein the system for determining the power demands of the electrical system of the motor vehicle includes a comparator device for comparing a power output of the at least one speed-controlled electric machine calculated from the power demands of the electrical system and a measured power output of the at least one speed-controlled electric machine.

26. (New) The hybrid drive system as recited in Claim 25, further comprising:

a slow controller for adjusting one of the desired torque and the setpoint torque of the internal combustion engine depending on an output variable of the comparator device.

27. (New) A method for idle-speed control of a hybrid drive of a motor vehicle having an internal combustion engine and at least one speed-controlled electric machine, comprising:

coupling the at least one speed-controlled electric machine to a drive shaft of the internal combustion engine during idling; and

one of adjusting and maintaining a predetermined idling speed of the internal combustion engine during idling, with the aid of the at least one speed-controlled electric machine;

wherein, during idling, the internal combustion engine is controlled in one of open and closed loop as a function of power demands of an electrical system of the motor vehicle.

28. (New) The method as recited in Claim 27, wherein a power output of the internal combustion engine is adjusted to an instantaneous power demand of the electrical system of the motor vehicle.

29. (New) The method as recited in Claim 28, wherein a setpoint torque of the internal combustion engine is determined as a function of the instantaneous power demand of the electrical system of the motor vehicle, and at least one of an injection quantity, an air quantity, and an ignition angle of the internal combustion engine is adjusted according to the determined setpoint torque.

30. (New) The method as recited in Claim 29, wherein a power output of the at least one speed-controlled electric machine necessary for meeting the power demands of the electrical system of the motor vehicle is calculated and used to determine the setpoint torque of the internal combustion engine.

31. (New) The method as recited in Claim 30, wherein the calculated power output of the at least one speed-controlled electric machine is converted to one of a desired torque and the setpoint torque using a pre-control unit.

32. (New) The method as recited in Claim 31, wherein the pre-control unit includes a characteristics map to be applied, and wherein the pre-control unit takes into account at least one of an engine temperature and a rotational speed of the internal combustion engine as a further input variable in the conversion of the calculated power output to one of the desired torque and the setpoint torque.

33. (New) The method as recited in Claim 32, wherein an actual power output of the at least one speed-controlled electric machine is measured and compared to the calculated power output of the at least one speed-controlled electric machine.

34. (New) The method as recited in Claim 33, wherein in case of a deviation of the measured power output of the at least one speed-controlled electric machine and the calculated power output of the at least one speed-controlled electric machine, the setpoint torque is slowly adjusted.

35. (New) The method as recited in Claim 34, wherein at least one of a terminal voltage and a state of charge of a battery of the motor vehicle is measured to determine the power demands of the electrical system of the motor vehicle.

36. (New) The method as recited in Claim 34, wherein, to determine the power demands of the electrical system of the motor vehicle, turned-on loads associated with the electrical system of the motor vehicle are detected and nominal powers of the turned-on loads are summed.